

## UNITED STATES COAST PILOT CORRECTIONS

### COAST PILOT 7      37 Ed 2005      Change No. 6 LAST NM 16/05

Page 265—Paragraph 180, lines 3 to 4; read:  
buoys are off the end of the pipeline. **Huntington Beach**, ...  
(LL/04; 50/04 CG11) 19/05

Page 294—Paragraph 34, line 7 to Paragraph 35; read:  
**restricted area and security zone** are in the vicinity of the  
cove. (See **110.218**, **165.1131**, and **334.920**, chapter 2, for  
limits and regulations.)

**Wilson Cove Light** (33°00'14"N., 118°33'10"W.), 125 feet  
above the water, is shown from a post with a red and white  
diamond-shaped daymark; a fog signal is at the light.  
(LL/05; 45/04 CG11; NOS 18763) 19/05

Page 334—Paragraph 223, line 8; read:  
signal and racon; a private light and fog signals are on the S  
pier.  
(LL/05) 19/05

Page 339—Paragraph 279, lines 5 to 7; read:  
Francisco. A light is on the N end of the island and a shoal,  
covered 15 feet, is off the N end of the island.  
(LL/05; NOS 18650) 19/05

Page 347—Paragraph 374, line 1; read:  
A channel, marked by a daybeacon at the entrance, leads  
...  
(LL/05) 19/05

Page 348—Paragraph 388, line 3; read:  
the Ben E. Nutter Container Terminal (Seventh Street  
Marine Terminal) on the S and the ...  
(NOS 18650) 19/05

Page 362—Paragraph 516, lines 1 to 3; read:  
A light is 130 yards off the S side of Carquinez Strait, 1.5  
miles E of the Interstate Route 80 fixed highway bridges; a  
light is off ...  
(LL/05) 19/05

Page 405—Paragraph 80, lines 2 to 7; read:  
jetties; a light and fog signal are on the S jetty. A Federal  
project provides for a depth of 13 feet from the entrance to  
Bandon. (See Notice to Mariners and latest editions of charts  
for controlling depths.) The channel is subject to frequent  
change, ...  
(LL/05; NOS 18588) 19/05

Page 439—Paragraph 208 to Paragraph 209, line 2; read:  
**Chart 18525**

**Multnomah Channel** is a 19-mile waterway separated  
from the Columbia River near Saint Helens and from the  
Willamette River near Portland by **Sauvie Island**. A power  
cable about midway through the channel has a clearance of  
100 feet. A fixed highway bridge, near the S end, has a clear-

ance of 78 feet. There are several full service marinas and  
yacht clubs along the channel. Covered berths, electricity,  
gasoline, diesel fuel, water, ice, marine supplies, launching  
ramps, and pump-out stations are available. Hull, engine,  
and electronic repairs can be made and an 80-ton marine lift  
and 60-ton marine railway are available. There are several  
houseboats along the channel, and most of the channel S of  
**Coon Island**, is designated a **no wake zone**.

**Warrior Rock**, the point on the E side of **Warrior Point**  
at the N end of Sauvie Island, is marked by a light.  
(DOLE/05; NOS 18525; DB 7058; DB 6998) 19/05

Page 439—Paragraph 210, line 2 to Paragraph 211, line 5;  
read:

variation have been reported between Warrior Rock and  
Duck Club Light 6 off **Duck Club**, 1.5 miles S.

**Lake River**, the outlet for **Vancouver Lake**, flows N for  
9.5 miles to its junction with Columbia River at the N end of  
**Bachelor Island**, Mile 76 (88). The reported controlling  
depth was 6 feet in 1973 to the small-craft harbor at **Ridge-**  
**field**, 2.5 miles above the ...  
(DOLE/05; LL/05; NOS 18525) 19/05

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Page 109—Paragraph 1430, line 5 to Paragraph 1431; read:  
Department of Public Works at Stockton.

#### **§117.163 Islais Creek (Channel).**

The draw of the 3<sup>rd</sup> Street bridge, mile 0.4 at San Fran-  
cisco, shall open on signal if at least one hour notice is given.  
(33 CFR 117) 19/05

Page 173—Paragraphs 2817 to 2822; strike out.  
(33 CFR 165; FR 9/25/03) 19/05

Page 254—Paragraphs 19 to 41; read:

The city of **San Diego** is on the NE shore of the bay.  
**Coronado** is on the sandspit opposite San Diego. **National**  
**City** and **Chula Vista** are S of San Diego on the SE shore of  
the bay. The principal wharves are at San Diego and National  
City. Coronado, connected to San Diego by a highway  
bridge, is a residential and resort area of little commercial  
importance.

#### **Prominent features**

**Point Loma**, on the W side of the entrance to San Diego  
Bay, is a ridged peninsula with heights of about 400 feet. The  
ridge is bare of trees except in the gullies and where planted  
around the houses near the summit, and is sparsely covered  
with grass, sagebrush, and cactus. The tanks and buildings of  
a sewage treatment plant are conspicuous about 0.9 mile N  
of the point. At a distance the point usually has the appear-  
ance of an island. **Point Loma Light** (32°39'54"N.,  
117°14'33"W.), 88 feet above the water, is shown from a  
black house on a 70-foot white square pyramidal skeleton  
tower at the S end of the point. The light has a fog signal.  
Thick kelp beds extend more than 1.5 miles S of the point,  
and a sunken wreck is about 0.5 mile S of the light.

On the nearer approach, an abandoned lighthouse will be

seen on the highest part of the hill immediately back of Point Loma Light. The old lighthouse and grounds form the **Cabrillo National Monument**, honoring the discoverer of San Diego Bay. The statue of Cabrillo, about 300 yards NE of the abandoned lighthouse, is reported to be an excellent mark when fog obscures the old lighthouse. From inside the bay, prominent objects along the crest of the ridge are a large red and white checkered elevated tank, a green standpipe, and a tall lookout tower all about 2.5 miles N from the light.

**Ballast Point**, low and sandy, projects 0.4 mile NE from the E side of Point Loma, 1.3 miles N from Point Loma Light. **Ballast Point Light B** (32°41'10"N., 117°13'57"W.), 16 feet above the water, is shown from a dolphin with a green and white diamond-shaped daymark off the end of the point; the light has a fog signal. Three piers of the Naval Submarine Base are just N of Ballast Point. A fog signal is on the middle pier.

**North Island**, the filled NW end of the sandspit on the E side of the bay entrance, is Naval Base Coronado. On its SE side is the City of Coronado. Prominent features that show up well from the entrance are the tall condominiums at Coronado Shores 2.7 miles E of the entrance, the S tower of Hotel del Coronado 2.4 miles E of the entrance, and the tower of the Naval Air Station Administration Building, which is marked by an aerolight and is operated intermittently with varying characteristics. In clear weather the skyline of the city of San Diego is very prominent on the S approach.

#### **COLREGS Demarcation Lines**

The lines established for San Diego Harbor are described in **80.1104**, chapter 2.

#### **Channels**

A Federal project provides for a dredged channel with depths of 47 feet in the entrance and through North San Diego Bay to the turning basin on the NE side of North Island (near Pier K), thence 42 feet to just NW of the San Diego- Coronado Bay bridge, thence 37 feet to a basin SW of the National City Marine Terminal. (See Notice to Mariners and the latest editions of charts for controlling depths.)

#### **Anchorage**

General anchorages, special anchorages, and anchorages for Government vessels have been established in San Diego Bay. (See **110.1**, **110.90**, and **110.210**, chapter 2, for limits and regulations.)

Permission to use anchorage berths 212 through 216 and Mooring Buoy 19, S of Harbor Island, must be obtained from Navy Afloat Training Group Pacific at 619-556-0900.

Vessels waiting outside the entrance for a pilot will find good anchorage in 36 feet or more SE of the entrance to the channel, although permission to anchor in the restricted area must be obtained from the local naval authorities. For permission to use anchorage berths 125, 126, 147, 158, and 171, contact Navy Afloat Training Group Pacific at 619-556-0900. For permission to use anchorage berths 124, 135, 146, and 170, contact Navy Region Southwest Port Operations at 619-556-1433. For permission to use all other anchorage berths off Silver Strand, contact COMNVBEACHGRU at 619-437-2476. The area in the lee of Point Loma, S of Bal-

last Point and W of the E line of the project channel, is reserved for pilot boats and harbor patrol or U.S. Government craft. (See **334.880**, chapter 2, for limits and regulations.)

#### **Dangers**

A submerged jetty, marked by lights and a fog signal at the seaward end, extends 1 mile S along **Zuniga Shoal** from **Zuniga Point**, the SW extremity of North Island. The outer two-thirds of the jetty has only small sections visible at high water. The lights marking the jetty have a white daymark with orange border and the words "DANGER SUBMERGED JETTY."

A submerged jetty, marked by lights with daymarks that read "DANGER SUBMERGED JETTY," extends about 220 yards W from Zuniga Point.

In 2000, a rock awash was reported about 80 yards NW of the northernmost degaussing platform on the W side of North Island.

There are numerous wrecks and obstructions in the shallow area of SE San Diego Bay. Caution should be exercised when navigating outside the marked channels.

#### **Regulated Navigation Areas**

**Restricted areas** are: in the waters off the entrance to San Diego Bay; in the lee of Point Loma and S of Ballast Point; between Ballast Point and Zuniga Point (degaussing station); adjacent to the W side of North Island; 0.4 mile N of Ballast Point, W of the dredged channel; off the NE side of North Island surrounding the Navy Pier; adjacent to and extending SE from the entrance channel to Glorietta Bay. (See **33 CFR 334.860**, **334.865**, **334.870**, **334.880** and **334.890**, chapter 2, for limits and regulations.)

**Security zones** are: on the W side of the entrance to San Diego Bay immediately N of Ballast Point; adjacent to the W and NE sides of North Island; about 1 mile N of the Point just S of the entrance to Shelter Island Yacht Basin; surrounding the Navy Pier; surrounding the Naval Amphibious Base just S of the entrance channel to Glorietta Bay; surrounding the Naval Station along the waterfront of National City from Chollas Creek to Pier 14; within 25 yards of all piers, abutments, fenders, and pilings of the Coronado Bay Bridge. (See **33 CFR 165.1101 through 165.1105**, **165.1110**, **165.1120**, and **165.1121**, chapter 2, for limits and regulations.)

A series of floating protection barriers, anchored by lighted buoys, surrounds the Naval facilities within the security zones: on the W side of the entrance to San Diego Bay; just N of Ballast Point, on the NE side of North Island; and of the Naval Station along the waterfront of National City.

**Security zones** are in effect around all cruise ships entering, leaving, or anchored in the Port of San Diego Bay. (See **33 CFR 165.1108**, chapter 2, for limits and regulations.)

A **regulated navigation area** is adjacent to the Naval Submarine Base just N of Ballast Point and extending E across the channel to the W shore of North Island. (See **33 CFR 165.1107**, chapter 2, for limits and regulations.)

A **safety zone** is E of Harbor Island on the N side of the bay. (See **33 CFR 165.1106**, chapter 2, for limits and regula-

tions.)

(LL/05; CL 352/05; CL 1558/04;

NOS 18773; NOS/05; CPM-20/94) 19/05